

(7) *Engine speed detection.* The analyzer shall utilize a tachometer capable of detecting engine speed in revolutions per minute (rpm) with a 0.5 second response time and an accuracy of $\pm 3\%$ of the true rpm.

(8) *Test and mode timers.* The analyzer shall be capable of simultaneously determining the amount of time elapsed in a test, and in a mode within that test.

(9) *Sample rate.* The analyzer shall be capable of measuring exhaust concentrations of gases specified in this section at a minimum rate of twice per second.

(c) *Demonstration of conformity.* The analyzer shall be demonstrated to the satisfaction of the inspection program manager, through acceptance testing procedures, to meet the requirements of this section and that it is capable of being maintained as required in appendix A to this subpart.

(II) *Steady-State Test Dynamometer*

(a) The chassis dynamometer for steady-state short tests shall provide the following capabilities:

(1) *Power absorption.* The dynamometer shall be capable of applying a load to the vehicle's driving tire surfaces at the horsepower and speed levels specified in paragraph (II)(b) of this appendix.

(2) *Short-term stability.* Power absorption at constant speed shall not drift more than ± 0.5 horsepower (hp) during any single test mode.

(3) *Roll weight capacity.* The dynamometer shall be capable of supporting a driving axle weight up to four thousand (4,000) pounds or greater.

(4) *Between roll wheel lifts.* These shall be controllable and capable of lifting a minimum of four thousand (4,000) pounds.

(5) *Roll brakes.* Both rolls shall be locked when the wheel lift is up.

(6) *Speed indications.* The dynamometer speed display shall have a range of 0–60 mph, and a resolution and accuracy of at least 1 mph.

(7) *Safety interlock.* A roll speed sensor and safety interlock circuit shall be provided which prevents the application of the roll brakes and upward lift movement at any roll speed above 0.5 mph.

(b) The dynamometer shall produce the load speed relationships specified in paragraphs (III) and (V) of appendix B to this subpart.

(III) *Transient Emission Test Equipment*
[Reserved]

(IV) *Evaporative System Purge Test Equipment*
[Reserved]

(V) *Evaporative System Integrity Test Equipment* [Reserved]

[57 FR 52987, Nov. 5, 1992, as amended at 58 FR 59367, Nov. 9, 1993]

APPENDIX E TO SUBPART S OF PART 51—
TRANSIENT TEST DRIVING CYCLE

(I) *Driver's trace.* All excursions in the transient driving cycle shall be evaluated by the procedures defined in §86.115–78(b)(1) and §86.115(c) of this chapter. Excursions exceeding these limits shall cause a test to be void. In addition, provisions shall be available to utilize cycle validation criteria, as described in §86.1341–90 of this chapter, for trace speed versus actual speed as a means to determine a valid test.

(II) *Driving cycle.* The following table shows the time speed relationship for the transient IM240 test procedure.

Second	MPH
0	0
1	0
2	0
3	0
4	0
5	3
6	5.9
7	8.6
8	11.5
9	14.3
10	16.9
11	17.3
12	18.1
13	20.7
14	21.7
15	22.4
16	22.5
17	22.1
18	21.5
19	20.9
20	20.4
21	19.8
22	17
23	14.9
24	14.9
25	15.2
26	15.5
27	16
28	17.1
29	19.1
30	21.1
31	22.7
32	22.9
33	22.7
34	22.6
35	21.3
36	19
37	17.1
38	15.8
39	15.8
40	17.7
41	19.8
42	21.6
43	23.2
44	24.2
45	24.6
46	24.9
47	25
48	25.7
49	26.1
50	26.7
51	27.5
52	28.6
53	29.3
54	29.8

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Second	MPH	Second	MPH
55	30.1	129	20.9
56	30.4	130	20.4
57	30.7	131	19.8
58	30.7	132	17
59	30.5	133	17.1
60	30.4	134	15.8
61	30.3	135	15.8
62	30.4	136	17.7
63	30.8	137	19.8
64	30.4	138	21.6
65	29.9	139	22.2
66	29.5	140	24.5
67	29.8	141	24.7
68	30.3	142	24.8
69	30.7	143	24.7
70	30.9	144	24.6
71	31	145	24.6
72	30.9	146	25.1
73	30.4	147	25.6
74	29.8	148	25.7
75	29.9	149	25.4
76	30.2	150	24.9
77	30.7	151	25
78	31.2	152	25.4
79	31.8	153	26
80	32.2	154	26
81	32.4	155	25.7
82	32.2	156	26.1
83	31.7	157	26.7
84	28.6	158	27.3
85	25.1	159	30.5
86	21.6	160	33.5
87	18.1	161	36.2
88	14.6	162	37.3
89	11.1	163	39.3
90	7.6	164	40.5
91	4.1	165	42.1
92	0.6	166	43.5
93	0	167	45.1
94	0	168	46
95	0	169	46.8
96	0	170	47.5
97	0	171	47.5
98	3.3	172	47.3
99	6.6	173	47.2
100	9.9	174	47.2
101	13.2	175	47.4
102	16.5	176	47.9
103	19.8	177	48.5
104	22.2	178	49.1
105	24.3	179	49.5
106	25.8	180	50
107	26.4	181	50.6
108	25.7	182	51
109	25.1	183	51.5
110	24.7	184	52.2
111	25.2	185	53.2
112	25.4	186	54.1
113	27.2	187	54.6
114	26.5	188	54.9
115	24	189	55
116	22.7	190	54.9
117	19.4	191	54.6
118	17.7	192	54.6
119	17.2	193	54.8
120	18.1	194	55.1
121	18.6	195	55.5
122	20	196	55.7
123	20.7	197	56.1
124	21.7	198	56.3
125	22.4	199	56.6
126	22.5	200	56.7
127	22.1	201	56.7
128	21.5	202	56.3

Second	MPH
203	56
204	55
205	53.4
206	51.6
207	51.8
208	52.1
209	52.5
210	53
211	53.5
212	54
213	54.9
214	55.4
215	55.6
216	56
217	56
218	55.8
219	55.2
220	54.5
221	53.6
222	52.5
223	51.5
224	50.5
225	48
226	44.5
227	41
228	37.5
229	34
230	30.5
231	27
232	23.5
233	20
234	16.5
235	13
236	9.5
237	6
238	2.5
239	0

[57 FR 52987, Nov. 5, 1992, as amended at 58 FR 59367, Nov. 9, 1993]

Subpart T—Conformity to State or Federal Implementation Plans of Transportation Plans, Programs, and Projects Developed, Funded or Approved Under Title 23 U.S.C. or the Federal Transit Laws

AUTHORITY: 42 U.S.C. 7401–7671q.

§ 51.390 Implementation plan revision.

(a) *Purpose and applicability.* The federal conformity rules under part 93, subpart A, of this chapter, in addition to any existing applicable state requirements, establish the conformity criteria and procedures necessary to meet the requirements of Clean Air Act section 176(c) until such time as EPA approves the conformity implementation plan revision required by this subpart. A state with an area subject to this subpart and part 93, subpart A, of this chapter must submit to EPA a re-

vision to its implementation plan which contains criteria and procedures for DOT, MPOs and other state or local agencies to assess the conformity of transportation plans, programs, and projects, consistent with this subpart and part 93, subpart A, of this chapter. The federal conformity regulations contained in part 93, subpart A, of this chapter would continue to apply for the portion of the requirements that the state did not include in its conformity implementation plan and the portion, if any, of the state's conformity provisions that is not approved by EPA. In addition, any previously applicable implementation plan conformity requirements remain enforceable until the state submits a revision to its applicable implementation plan to specifically remove them and that revision is approved by EPA.

(b) *Conformity implementation plan content.* To satisfy the requirements of Clean Air Act section 176(c)(4)(E), the implementation plan revision required by this section must include the following three requirements of part 93, subpart A, of this chapter: §§93.105, 93.122(a)(4)(ii), and 93.125(c). A state may elect to include any other provisions of part 93, subpart A. If the provisions of the following sections of part 93, subpart A, of this chapter are included, such provisions must be included in verbatim form, except insofar as needed to clarify or to give effect to a stated intent in the revision to establish criteria and procedures more stringent than the requirements stated in this chapter: §§93.101, 93.102, 93.103, 93.104, 93.106, 93.109, 93.110, 93.111, 93.112, 93.113, 93.114, 93.115, 93.116, 93.117, 93.118, 93.119, 93.120, 93.121, 93.126, and 93.127. A state's conformity provisions may contain criteria and procedures more stringent than the requirements described in this subpart and part 93, subpart A, of this chapter only if the state's conformity provisions apply equally to non-federal as well as federal entities.

(c) *Timing and approval.* A state must submit this revision to EPA by November 25, 1994 or within 12 months of an area's redesignation from attainment to nonattainment, if the state has not previously submitted such a revision.